4.12 SOCIOECONOMIC (POPULATION AND HOUSING / PUBLIC SERVICES / SERVICE SYSTEMS)

4.12.1 Environmental Setting

The proposed Project would traverse primarily unincorporated areas in south Sacramento County from the City of Elk Grove boundary to San Joaquin County, south of the Mokelumne River. The study area for socioeconomic and public service impacts includes these two counties.

Population and Housing

Population

Sacramento County has a land area of approximately 1,000 square miles, with a population density of 1,267 persons per square mile (US Census Bureau 2007). As home of California's State capital, the governmental sector is a major source of population growth in Sacramento County. In addition, the greater Sacramento area has seen growth due to the influx of professionals from the San Francisco Bay Area. The U.S. Census Bureau 2005 population estimate for Sacramento County is 1,337,942. The county's population has increased by approximately 28.5 percent over a 15-year period (1990 through 2005). According to the California Department of Finance, Sacramento County's population is expected to increase at a rapid pace through 2020 to 1,555,848 and then steadily increase through 2050 to 2,858,427 (California Department of Finance 2004).

San Joaquin County has a land area of approximately 1,399 square miles, with a population density of 403 people per square mile (U.S. Census Bureau 2007). The county experiences development pressure from the San Francisco Bay Area as well as from the Sacramento Area. The influx of new residents in addition to growth from county residents is expected to result in substantial growth through time. The county aims to provide for growth in coordination with local cities, while preserving the existing natural and rural character (San Joaquin County 1992). The U.S. Census Bureau 2005 population estimate for San Joaquin County is 646,259. Similar to Sacramento County, San Joaquin County's population has rapidly increased by approximately 35 percent over the 15-year period from 1990 to 2005. According to the California Department of Finance, San Joaquin County's population is expected to increase through 2020 to 989,462 and then continue to increase through 2050 to 1,707,599 (California Department of Finance 2004).

Table 4.12-1 shows project population trends from 2000 to 2050 for both Sacramento and San Joaquin counties.

Table 4.12-1. Sacramento and San Joaquin Counties Population Projections, 2000 through 2050

Area	2000	2010	% Change 2000–2010	2020	% Change 2010–2020	2030	% Change 2020–2030	2040	% Change 2030–2040	2050	% Change 2040–2050
Sacramento County	1,230,465	1,555,848	26.4	1,946,679	25.1	2,293,028	17.8	2,579,720	12.5	2,858,427	10.8
San Joaquin County	567,798	747,149	31.6	989,462	32.4	1,229,757	24.2	1,457,128	18.5	1,707,599	17.2

Source: California Department of Finance 2004.

Housing

Temporary housing availability varies geographically within the communities along the proposed pipeline route. Vacancy rates in the two counties are provided in Table 4.12-2.

Temporary housing is available in the form of daily, weekly, and monthly rentals in motels, hotels, campgrounds, and rooming houses. Areas near the proposed Project vicinity likely to have adequate hotel/motel space include the cities of Sacramento, Elk Grove, Galt, Isleton, and Lodi.

Table 4.12-2. Vacancy Rates in California Counties in 2000 Traversed by the Proposed Pipeline

County	Total Units	Vacant Units	Vacancy Rate (%)
Sacramento	474,814	21,212	4.5
San Joaquin	189,160	7,531	4.0

Source: U.S. Census, 2007.

Public Services

Fire Protection and Emergency Medical Services

Within Sacramento County, the proposed Project area is serviced by the Cosumnes Community Services District (CSD) Fire Department, serving a 157-square mile area which includes the cities of Elk Grove and Galt, as well as areas of unincorporated Sacramento County. Effective November 2006, the Elk Grove Community Services

District and the Galt Fire Protection District merged to become the Cosumnes CSD to expand the delivery of CSD fire protection services. The Cosumnes CSD operates from eight fire stations and an administration building with 114 fire-rescue personnel, six fire prevention personnel, a training division staff of three, an emergency medical services staff of three, four fleet maintenance personnel, an administrative staff of seven, one full-time public education officer, and one full-time arson investigator (Cosumnes CSD 2007). During 2005, the Department responded to more than 9,700 emergency incidents (Cosumnes CSD 2007). The Department is equipped with six advanced life support (ALS) engine companies, four rescue ambulance units, an aerial ladder truck, and a Battalion Chief (Cosumnes CSD 2007). The closest Cosumnes CSD station in the vicinity of the proposed Project site is Fire Station 72, located at 10035 Atkins Drive in Elk Grove, approximately one mile from the Project site.

The San Joaquin County portion of the proposed pipeline route is within the Thornton Fire District service area. The District operates from a station located at 25999 North Thornton Road in Thornton, approximately 3 miles from the southernmost portion of the proposed pipeline route. The District is staffed with one fire chief, four part-time paid firefighters, five intern firefighters, and eight volunteers (Magagnini 2007).

Police Protection

The Sacramento County Sheriff's Department provides law enforcement services for the entire county, including patrol, dispatch, investigations, search and rescue, boat patrol, correctional facilities, coroner, and court security services. The Project area is within the Sheriff's Department South Bureau, which provides service to most of the southern portions of the county, which includes twelve townships and communities and three Community Service Centers (SCSD 2007). The Project area is serviced by the Wilton Service Center, located at 11080 Jeff Bain Lane in Wilton, approximately 14 miles from the Project site. The Wilton Service Center is staffed by one Problem Oriented Policing (POP) Officer[1], an office manager, and 10 volunteers to respond to non-emergencies, neighbor concerns, and quality-of-life issues (SCSD 2007).

Law enforcement services for the San Joaquin portion of the Project area is provided by the San Joaquin Sheriff's Department. The Department's main office is located at 7000 Michael Canlis Boulevard, in the unincorporated area of French Camp south of

[1] The POP Officer's duties include involving the community in problem solving, exploring pro-active and innovative law enforcement initiatives and working with the community to implement solutions that make neighborhoods and business districts better and safer places in which to live and work (SCSD 2007).

Stockton. The Department is staffed by 124 uniformed deputies who are divided into eight patrol teams, based on the eight designated geographical areas, or beats, within the county. These beat areas are staffed around the clock, providing emergency response capability to citizens in the unincorporated areas of the county (SJCSD 2007).

California Highway Patrol (CHP) has a mutual aid agreement with Sacramento and San Joaquin counties and would provide additional equipment and personnel in cases of larger-scale emergencies in the counties. CHP also provides police protection on all State and county roads in both counties (CHP 2007).

Schools

Public school services in the proposed Project area are primarily provided by the Elk Grove Unified School District, which operates 61 schools: 38 elementary schools, eight middle schools, eight high schools, four alternative education schools, an adult school, a special education school, and one charter school. The District is the fifth largest school district in California, largest in Northern California, with a service area of approximately 320 square miles in southern Sacramento County. For the 2006/2007 school year, the District served more than 61,000 students (EGUSD 2007). Specifically, the proposed Project area is served by Franklin Elementary School, Toby Johnson Middle School, and Franklin High School. Franklin Elementary School is located approximately half a mile west of the proposed pipeline route at 4011 Hood Franklin Road in Elk Grove, approximately two miles south of the Elk Grove Station. Toby Johnson Middle School and Franklin High School are located adjacent to each other at 10099 Franklin High Road and 6400 Whitelock Parkway in Elk Grove, respectively, approximately one mile east of the proposed pipeline route off Poppy Ridge Road and approximately 2 miles from the Elk Grove Station (PG&E 2006).

Within San Joaquin County, the proposed Project area is within the New Hope Elementary School District, which operates a kindergarten through grade eight school, New Hope Elementary School, at 26675 North Sacramento Boulevard in Thornton. The proposed Project area in San Joaquin County is served by the Galt Union High School District, which operates Galt High School, located at 145 North Lincoln Way in Galt. However, the Project area may be served by Liberty Ranch High School after it opens in Fall 2009. Currently, the District is working on defining the schools' boundaries (GHSD 2007).

Parks and Recreation

Most of the land surrounding the Project area is privately owned and used for agricultural purposes. The Project would cross the Cosumnes and Mokelumne rivers and traverse through portions of two protected recreation areas, the Stone Lakes National Wildlife Refuge, and the Cosumnes River Preserve. The area offers several recreational opportunities including, but not limited to, hiking, hunting, fishing, birding, and boating. See Section 4.13, *Recreation*, for more information regarding existing recreation resources in the proposed Project area.

Service Systems

Water and Wastewater

More than 20 public and private water districts provide water supply service in the unincorporated areas of Sacramento County. According to the Sacramento County General Plan, the Sacramento County Water Agency (SCWA) is responsible for providing water for those areas not served by one of the water districts, primarily in the urbanized portion of unincorporated Sacramento County, between the American and Cosumnes Rivers (Sacramento County 1993). As such, because the Project area is not serviced by one of the purveyors, water would be provided by the SCWA (SWCA 2007). Formed in the 1950s, the SCWA has historically relied on groundwater (water found in aquifers below the earth surface and pumped to the surface for use) for 85 percent of its water supply. The remaining 15 percent is a combination of treated surface and recycled water (SCWA 2007). SCWA serves approximately 45,000 households in the central and southwest areas of Sacramento County.

Water supply in San Joaquin County is provided from ground and surface water supplies by water agencies including cities, public districts, and quasi-public agencies. According to the San Joaquin General Plan, rural areas within the county generally rely upon wells while all urban areas are serviced by public water systems with the exception of French Camp (San Joaquin County 1992).

Because the Project area in Sacramento County is not within an urbanized area, wastewater collection is served by private septic systems (Sacramento County 1993). Similarly, the Project area in San Joaquin County is not located within any established water or wastewater service area. Most of the region uses septic tanks and relies on wells for domestic water use (San Joaquin County 1992).

Water needs for the Project construction would include water for hydrostatic testing of the pipeline and would be supplied by either the SCWA or Woodridge Irrigation District, out of Thornton. Approximately 1,500,000 gallons (4.6 acre-feet) of water are necessary for hydrostatic testing and pre-testing of HDD sections of pipe (PG&E 2006).

Water used to test the entire pipeline would be discharged either into the Mokelumne River or into the Cosumnes River Preserve. Water used for the pre-testing of HDD sections would be discarded to land along the pipeline right-of-way (PG&E 2006). All discharges from hydrostatic testing would be required to comply with Waste Discharge Requirements as specified by the State Water Resources Control Board. Related relevant information pertaining to water resources can also be found in Section 4.4, Hydrology and Water Quality.

Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) has the primary responsibility for providing electric service to Sacramento County (Sacramento County 1993). Within San Joaquin County, electric service is provided by PG&E. PG&E also provides natural gas services in the Project area in both Sacramento and San Joaquin counties.

Solid Waste and Recycling Service

Sacramento and San Joaquin counties provide solid waste collection service through a franchise for collection and disposal of waste from residential areas and nonresidential areas. Solid waste collection services for the Project area in both Sacramento and San Joaquin counties are provided by Waste Management, Inc., operating locally as Central Valley Waste Services, the current prevailing contractor providing services to the cities of Lodi and Isleton as well as San Joaquin County, south Sacramento County, and other surrounding communities (Waste Management, Inc. 2007). Central Valley Waste Services' facilities include a transfer station and recycling center, located at 1333 East Turner Road in Lodi. Solid waste generated within the proposed Project area in Sacramento County would be hauled to Keifer Landfill, located at 12701 Keifer Boulevard in Sloughhouse (approximately 20 miles from the Project area), and waste from San Joaquin County would be hauled to the North County Recycling Center and Sanitary Landfill, located at 17900 East Harney Lane, eight miles east of Lodi (approximately 30 miles from the Project area). Keifer Landfill is currently permitted to accept 10,815 tons of solid waste per day (average intake is only approximately 6,000 tons per day) and has an estimated remaining capacity of 112,900,000 cubic yards (96 percent) until 2064 (CIWMB 2007). North County Landfill is currently permitted to

accept 825 tons of solid waste per day and has an estimated remaining capacity of 13,239,000 cubic yards (76 percent) until 2035 (CIWMB 2007).

4.12.2 Regulatory Setting

Federal

The U.S. Department of Transportation has established the "Transportation of Natural Gas by Pipeline: Minimum Federal Safety Standards" as required in 49 CFR 192. These standards specify minimum safety requirements for pipeline facilities and the transportation of gas via pipeline.

State

Delta Protection Act

The Delta Protection Act was created by the Delta Protection Commission, which adopted the following regulations relative to utilities in the Delta (14 CCR).

Section 20050: Utilities and Infrastructure

a. Impacts associated with construction of transmission lines and utilities can be mitigated by locating new construction in existing utility or transportation corridors, or along property lines, and by minimizing construction impacts. Before new transmission lines are constructed, the utility should determine if an existing line has available capacity. To minimize impacts on agricultural practices, utility lines shall follow edges of fields. Pipelines in utility corridors or existing rights-of-way shall be buried to avoid adverse impacts to terrestrial wildlife. Pipelines crossing agricultural areas shall be buried deep enough to avoid conflicts with normal agricultural or construction activities. Utilities shall be designed and constructed to minimize any detrimental effect on levee integrity or maintenance.

Assembly Bill 939

Assembly Bill 939 (AB 939) enacted in 1989, required each city and/or county's Source Reduction and Recycling Element to include an implementation schedule for the following: a 25 percent diversion of all solid waste from landfill disposal or transformation by January 1, 1995, through source reduction, recycling, and composting activities, followed by a 50 percent reduction to the waste stream by January 1, 2000.

The unincorporated areas of Sacramento County had a diversion rate of 61 percent in 2004 and a preliminary diversion rate of 59 percent in 2005. The unincorporated areas of San Joaquin County had a diversion rate of 62 percent in 2004 and a preliminary diversion rate of 59 percent in 2005 (CIWMB 2007).

Local

Sacramento County General Plan

The portion of the proposed Project that would be within the jurisdiction of Sacramento County is required to comply with the Sacramento County General Plan 2010. The existing General Plan was adopted in 1993 and revised in 1997. The Final Draft of the Housing Element of the General Plan was completed in July 2004. Sacramento County is currently in the process of updating its General Plan to plan for 2005 through 2030. Goals, objectives, and policies that reflect socioeconomic requirements relevant to the proposed Project are outlined below (Sacramento County 1993 and 2004).

The following objectives and policies related to land use from the Sacramento County General Plan were considered in this analysis:

<u>Public Facilities Element</u>

Section VI – Sheriff

- **Objective:** Provide law enforcement services to the unincorporated area in accord with a commitment of crime prevention, control, and correction.

Section VII – Fire Protection and Emergency Services

- **Goal:** Efficient and effective fire protection and emergency response serving existing and new development.
- **Policy PF-62:** New development shall provide access arrangements pursuant to the requirements of the Uniform Fire Code.

Section VIII – Energy Facilities

- **Objective:** Minimize the health, safety, aesthetic, cultural, and biological impacts of energy facilities in Sacramento County.
- **Objective:** Distribute natural gas safely and efficiently, and withdraw natural gas reserves in an environmentally sensitive manner.
- **Policy PF-118:** Route new high pressure gas mains within railway and electric transmission corridors, and along collector road, and wherever possible, within existing easements. If not feasible these gas mains shall be placed as close to the easement as possible.

Housing Element

- **Goal:** Promote an adequate supply of decent, safe, and affordable housing to meet the needs of all residents in Sacramento County without regard to race, color, age, sex, religion, natural origin, family status or disability.
- **Policy HE-1:** The County shall maintain an adequate supply of residential and agricultural-residential zoned land to accommodate projected housing needs.
- **Policy HE-45:** When feasible, integrate housing with compatible non-residential uses in an effort to locate affordable housing near employment opportunities.
- **Policy HE-48:** Support alternative living arrangement that provides affordability; especially for singles and the elderly.

San Joaquin County General Plan

The existing General Plan was adopted in 1992 and amended in 2002. The Community Development (Chapter IV) and Public Health and Safety Elements (Chapter 5) of the San Joaquin County General Plan contain the following goals, objectives, and policies that could be applicable to the Proposed Project (San Joaquin County 1992).

Community Development Element (Chapter IV)

Community Organization and Development Patterns

- **Objective 1:** To ensure that there is an adequate amount of land planned for urban development to accommodate the projected population growth in areas where the appropriate level of services are or can be made available.
- **Objective 3:** To minimize the effect on agricultural lands and other environmental resources while providing for orderly growth.
- **Policy 27:** Infrastructure improvements should support growth but should not promote growth where it is not planned.

Wastewater Treatment

- **Objective 1:** To ensure adequate wastewater treatment and the safe disposal of liquid waste.

Water Supply

- **Objective 1:** To maintain an adequate and safe water supply for County users.

Solid Waste Disposal

- **Objective 1:** To ensure the safe and efficient disposal or recycling of wastes generated in San Joaquin County.

Utility Corridors

- **Objective 1:** To protect the public and the natural environment from possible hazards associated with utility corridors.
- **Objective 2:** To protect land uses from the placement of utility corridors across property at inappropriate locations.

Public Health and Safety Element (Chapter V)

Emergency Preparedness

- **Objective 1:** To minimize loss of life, damage to the environment and the destruction of property from natural or man-made emergencies.
- **Policy 5:** Adequate primary and alternative access for emergency vehicles shall be provided to all new developments and maintained for existing development.

Fire Safety and Law Enforcement

- **Objective 2:** To prevent fire and law enforcement hazards through physical planning.
- **Policy 5:** All development shall have adequate access for fire fighting and emergency equipment.

4.12.3 Significance Criteria

An adverse socioeconomic impact is considered significant and would require mitigation if Project construction or operation would:

- Cause the vacancy rate for temporary housing to fall to less than 5 percent;
- Increase the short- or long-term demand for public services, utilities, or service systems in excess of existing and projected capacities;
- Cause a permanent population increase of 3 percent or more in a county affected by the Project; or
- Displace a large number of people.

4.12.4 Impact Analysis and Mitigation

No Applicant Proposed Measures (APMs) have been identified by PG&E relevant to this section.

Impact Discussion

The proposed Project would expand capacity of the existing Line 108 pipeline with a new 24-inch line to ensure integrity and provide service for current and expected growth

throughout the Sacramento region. The Project would respond to projected growth in the region, and would not indirectly increase population in the area (PG&E 2006). All socioeconomic effects would be temporary and primarily related to the construction phase.

Population and Housing

Population

Construction of the proposed Project would be expected to require approximately 75 temporary construction workers. The construction workforce is expected to include both local and non-local workers. When available, local workers would be employed for construction. It is estimated that up to 30 percent of the construction workforce would be from the local area (PG&E 2006). Additional construction personnel hired from outside the Project area who would temporarily relocate to the Project area would include pipeline construction specialists, supervisory personnel, and inspectors.

Project area population impacts are expected to be temporary and proportionally small. The total population change would equal the total number of non-local construction workers, plus any family members accompanying them. Given the brief construction period of approximately three to four months, most non-local workers would not be expected to be accompanied by their families. The estimated 70 percent of the workers (approximately 53 people) who would temporarily relocate to the Project area during construction would not result in a significant impact related to an increase in population in Sacramento and San Joaquin Counties. Impacts would be less than significant (Class III).

Housing

Construction of the Project could affect the availability of housing in the Project area; however, no significant impacts on local housing markets are expected. Because the proposed construction period is relatively short, most workers from out of the area would likely use temporary housing such as hotels, motels, apartments, and campgrounds within commuting distance of the Project area. As summarized in Table 4.12-2, construction crews would find adequate temporary accommodations in the area. Additionally, previous pipeline experience suggests that approximately 30 percent of the non-local workers would provide their own housing units (e.g., travel trailers or recreational vehicle campers). No additional workers would be required for operation or maintenance of the Project. The Project would not result in the direct construction of additional housing units.

Pipeline construction would occur primarily across agricultural lands and rural residential properties, but would not permanently remove or displace residences, people, or businesses. Therefore, impacts related to displacement of existing housing or people necessitating construction of replacement housing elsewhere would be less than significant for the proposed Project (Class III).

Business/Labor Force

Some short-term benefits to the local community would be anticipated from construction. Property, office space, construction trailers, and equipment could be leased locally. The local labor force could also benefit from the Project's need for construction laborers. Additionally, local business would benefit from the short-term influx of workers and the need for temporary housing, meals, and retail sales with its accompanying local sales tax. Short-term impacts would be beneficial (Class IV).

Public Services

Fire and Police Protection Services

As discussed in Section 4.12.1, Environmental Setting, fire protection services in the proposed Project area would be provided by the Cosumnes CSD Fire Department and Thornton Fire District, as well as other fire protection districts in the area that participate in automatic aid agreements. Police protection services would be provided by the Sacramento and San Joaquin Counties Sheriff's Departments, as well as the CHP, who participate in a mutual aid agreement with Sacramento and San Joaquin Counties. In general, increases in demand for fire and police protection services are associated with substantial increases in population. As discussed above, the proposed Project would include a short-term construction crew of up to 75 crew members, but would not result in a substantial population increase that would increase the demand for fire and police protection services. Therefore, the proposed Project would not likely result in a substantial increased demand for fire and police protection services or require the construction of additional fire or police facilities.

PG&E has committed to develop and implement a Fire Prevention Plan in consultation with the State Fire Marshall or other responsible fire-fighting agencies (see Applicant Proposed Measure HAZ-2, presented in Section 4.5, Hazards and Hazardous Materials). Implementation of an approved Fire Prevention Plan would ensure that impacts related to fire protection services would be less than significant (Class III). In addition, implementation of Mitigation Measure TRA-1 (see Section 4.7, Traffic and Transportation) would require PG&E to prepare detailed Traffic Control Plans, which

would include an element with measures to ensure emergency access through the construction area and to adjacent properties. Implementation of this mitigation measure would ensure that impacts related to police protection services would be less than significant (Class III).

Schools, Parks, and Other Public Facilities

Because the Project would not result in a permanent increase in the population of the area, no additional school, park, or other public facilities would be required. See Section 4.13, Recreation, for further discussion of potential impacts to park facilities.

Service Systems

Wastewater

The proposed Project would not result in the construction of new homes or new businesses that would create wastewater. Wastewater disposal systems would not be affected by wastewater generated by hydrostatic testing and trench dewatering. Disposal would be discharged in compliance with standards defined by the Central Valley Regional Water Quality Control Board (CVRWQCB) and would not be discharged to a wastewater treatment facility (PG&E 2006). The proposed Project would not require the construction, expansion, or improvement of any wastewater facility, nor would it exceed the requirements of the CVRWQCB (see Section 4.4, Hydrology and Water Quality for further discussion of related information pertaining to water resources). Therefore, the proposed Project would not require or result in the construction of new or expanded water or wastewater treatment plant facilities. No impacts would occur related to wastewater infrastructure or capacity.

Water Supply

The primary use of water for the proposed Project would be for one-time hydrostatic testing following construction. PG&E has indicated that hydrostatic testing would require the use of approximately 1,500,000 gallons (4.6 acre-feet) of water. Hydrostatic testing would be performed as necessary to comply with applicable laws and would not occur on a regular basis. Water used for hydrostatic testing would be purchased from the SCWA or the Woodbridge Irrigation District (PG&E 2006).

Construction activities associated with the proposed Project would also require other uses of minimal amounts of water. Dust suppression would be performed as necessary during the three- to four-month construction period. Any water used during the

construction period would be available from existing municipal water sources and would not require local water providers to obtain additional water entitlements.

Since the projected water demand is anticipated to be a small percentage of the SCWA and Woodbridge Irrigation District's total demand, and because no new water conveyance facilities would need to be constructed as a result of the Project, impacts on water supply would be less than significant (Class III).

Storm Drainage Facilities

Project construction would not result in a considerable net increase in impervious surfaces. Gravel would be spread on the ground surface at the Elk Grove Pressure Limiting Station, located adjacent to PG&E's existing Elk Grove Station, but would not increase impervious surfaces because gravel is a permeable surface material. Since the proposed Project would not substantially increase the amount of impervious surfaces, it would not substantially increase runoff. The proposed Project would not require or result in the construction of a new or expanded storm drainage facility. Therefore, no impacts to storm drainage facilities would occur.

Solid Waste

Project construction activities would result in the generation of a small amount of construction waste material. Operation of the proposed Project would not produce any solid waste. The construction waste and debris generated would be minimal and PG&E would appropriately recycle, reuse, or dispose of the waste. It is estimated that approximately 6,550 cubic feet of spoil (excess soil from excavations) would need to be removed from the pipeline route. All excess spoil would be transported to a licensed facility, such as the Kiefer Landfill, for recycling and/or backfilling. As discussed in Section 4.5, Hazards and Hazardous Materials, material from the suspension bridge removal would be hauled off site and deposited in the nearest landfill classified to accept lead-based paint.

Solid waste would be disposed of at Kiefer Landfill or at the North County Recycling Center and Sanitary Landfill. The Kiefer Landfill currently has a remaining permitted capacity of approximately 112.9 million cubic yards (96 percent) and is not estimated to close until 2064 (CIWMB 2007). The North County Recycling Center and Sanitary Landfill currently has a remaining capacity of approximately 13,239,000 cubic yards (76 percent) until 2035 (CIWMB 2007). Overall, the amount of solid waste generated as a result of the proposed Project would be minimal and would not substantially affect Kiefer

Landfill or North County Recycling Center and Landfill capacity or be disposed of in a manner inconsistent with any ordinances or regulations; this would be a less than significant impact (Class III).

Underground Utility Lines and/or Facilities

Construction equipment could inadvertently contact underground utility lines and/or facilities during construction, possibly leading to short-term utility service interruptions. However, as a standard practice of subsurface construction, PG&E would notify Underground Service Alert prior to initiation of construction activities that require ground disturbance. Underground Service Alert would verify the location of all existing underground facilities and alert other existing utilities to mark their facilities in the area of anticipated construction activities. Impacts to other existing underground utilities would be less than significant (Class III).

4.12.5 Impacts of Alternatives

No Project Alternative

The No Project Alternative would not result in the construction and operation of a natural gas pipeline between the Elk Grove and Thornton Stations. The active segment of the existing Line 108 pipeline would continue to provide distribution services to local landowners. There would be no changes to the existing population or the local economy, no increased demand for public or utility services, and no increase in demand for temporary housing.

Franklin 1 Alternative

This alternative would not differ substantially in location or length compared to the proposed Project; therefore, the construction crew size and length of the construction period would be similar to the proposed Project. There would be no change in impact severity on population, housing, public and utility services, or the local economy compared to the proposed Project. Impacts would be the same as those described for the proposed Project, less than significant (Class III).

Franklin 2 Alternative

This alternative would be the shortest of the alternatives; however, for the purposes of determining socioeconomic impacts, its shorter length is negligible compared to the proposed Project. There would be no change in impact severity on population, housing, public and utility services, or the local economy compared to the proposed Project.

Impacts would be the same as those described for the proposed Project, less than significant (Class III).

Project without Bridge Replacement Alternative

The Project without Bridge Replacement Alternative would leave the historic suspension bridge in place, so those removal and demolition activities would not occur and would therefore shorten the overall construction schedule compared to the proposed Project. This may result in a slight lessening of the impacts to population, housing, public and utility services, and the local economy compared to the proposed Project, which were already less than significant (Class III).

4.12.6 Cumulative Projects Impact Analysis

While the Project would not result in a significant impact to socioeconomics over the long term, strains on certain resources during construction activities could be aggravated by the construction of other projects in the area at the same time. Section 3.4, Cumulative Related Future Projects, describes those projects that may be built close to the proposed Project. The exact timing of construction for most of these projects is unknown but could possibly coincide with the proposed Project. Coinciding construction schedules could increase the number of construction workers needed locally and the number of non-local workers that would need use of temporary housing and public services. These impacts would be temporary in nature, as the proposed Project is estimated to last three to four months. The cumulative projects that would occur near the proposed Project would not likely require excessive amounts of workers or local resources and would not likely lead to significant cumulative impacts even if constructed at the same time as the proposed Project. Impacts would be less than significant (Class III).